

NEW ADVERTISEMENTS.

China, its Social, Political and Religious Life, from the French of G. Eug. Simon.  
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 KELLY & WALSH, LD., HONGKONG.

THE NEW ORIENTAL BANK

Colonial Secretary's Office,  
Hongkong, 28th January, 1888.

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## INTIMATIONS.

A. S. WATSON &amp; CO. LIMITED.

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A. S. WATSON &amp; CO. LTD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 13th December, 1887.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be

addressed to "The Editor," and those on business "The

Manager," and not to individuals by name.

Correspondents are requested to forward their names

and address with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

All letters for publication should be written on one

side of the paper only.

Advertisements and Subscriptions which are not

received in a timely manner will be continued and

continued. Orders for extra copies of the Daily Press should

be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

Telephone No. 12.

The Daily Press.

HONGKONG, FEBRUARY 6th, 1888.

The Campaign opened by the Rev. A. G.

Goldsmith against Sunday work in the

harbour is one in which he will carry with

him the sympathies of the community

though we fear he will achieve but small re-

sults. No one likes Sunday work, or in the

abstract approves of it. Sometimes, how-

ever, it has to be done, under the pressure

of varying degrees of necessity. Under the

Mosaic law the Jews were allowed to make

a Sabbath day's journey, and even in Sab-

bath-keeping Scotland trains run on Sun-

days, involving labour on the part of the

drivers, guards, porters, and staff generally,

and steamers also run. In a

large shipping port like Hongkong, where

there is no compulsory suspension of work on

Sunday, as there is in ports where Customs

regulations have to be observed, it is in-

evitable that there should be a good deal of

Sunday labour. A vessel comes in on

Saturday, and by working early on the

Sunday it may be possible to dispatch her

again on Monday, but if no work is done on

Sunday she may not be able to get away

before Tuesday. Here there would be an

absolute loss, which in the case of large

shipping firms would be repeated many

times in the year and in the aggregate would

amount to thousands of dollars. The ex-

pense of keeping a steamer idle for a day

can be calculated with tolerable precision.

Nor are the arguments here true to the letter

like in the matter. Even if they were

willing to incur the loss so far as it

might affect themselves the principals in

Europe would probably object. On the whole

Sunday is not badly observed in Hongkong;

very little work being done in any of the

mercantile offices, and we believe that in most firms

the rule is that as little as possible shall

be done about, work being suspended where it

is not a question of getting a vessel away at

a specified time. But it is, unfortunately,

the rule rather than the exception that,

owing to the importance of quick despatch,

work has to be done on board steamers.

This is what is complained of. Mr. Gold-

smith puts forward his suggestion for an

alteration in a tentative sort of way and

with an appreciation of the difficulties. He

says: "That there are many interests in-

volved and some difficulties to be met is not

denied, for it is a wide question. But if

Sunday work can be dispensed with in the

colony of Australia, in the ports of Calcutta

and Bombay, and in the treaty ports of

China unless under the sanction of a money

permit, why cannot it be dispensed with in

this British port and thus the reproach to the

English flag, that in heathen China sailors

cannot work, but on Christian British soil

they must work, be wiped away, and the

Sabbath which was made for man be at any

rate outwardly honoured and revered?"

The question is opened with all deference.

Doubtless there are difficulties

to be met in abolishing Sunday work—but

are they insurmountable? We are afraid

they are insurmountable. In Australia, in

Calcutta and Bombay, and in the Treaty

Ports of China, work is suspended because

the Custom House is closed. In Hongkong

there is no Custom House, and this reason is

therefore absent. The conditions therefore

are different. The only way in which a

cessation of labour on Sunday could be enforced

in Hongkong is by legislation or by volun-

tary agreement amongst all parties interest-

ed. But in a colony like Hongkong legisla-

tion for the compulsory observance of the

Sabbath would be almost impossible. It

would be unreasonable and inequitable to

enforce suspension of labour in one industry

and not in all; and if the legislation were

made general it would chiefly affect the large

non-Christian native population who do not

desire it and who would receive it as an in-

dignity rather than a boon. To the majority

of them it would mean that they would have

much less a week to live on, say £1.20

instead of £1.40, for they would either lose

a day's pay, or, if they work by the piece,

be unable to turn out so much. We do not lose

sight of the argument advanced by sabba-

rians that, apart from religious obligations, a

man taking one day's rest in seven will be

able to do as much work in a year as one who

does not take a weekly holiday. The argu-

ment may be sound, but it is one that would

not commend itself to the Chinese. More-

over, the reason for asking for legislation, if

it were asked for, would be purely religious

not secular, and to enforce observance by

heathen of a Christian festival would be de-

cidedly wrong and contrary to the policy which

has hitherto guided British rule over ac-

tive races. Allowing that the observ-

vance of Sunday is very desirable, it will

be admitted by all parties, we think, that

it should be in the main voluntary and not

compulsory. In its course of time the Chinese

people, educated up to a weekly day of rest,

well and good, but it is not without it that

work should be done. With regard to Sunday

work, we are afraid the prospect of its sus-

pension by voluntary agreement is no re-

sponse as by legislation. It would mean that

certain persons, shipowners and agents,

would have to sacrifice so much money a

year to carry it out. As to the grievance of

the officers and European crews, it is un-

doubtedly hard that they should not be able

to secure a day of rest when they happen to

be in port on Sunday, though in some cases

we believe they receive extra pay for Sunday

work. No doubt all of them would prefer the

rest, but this is a matter between them and their

employers. It would be interesting, how-

ever, to see the general question of Sunday

work discussed from the merchant's point

of view, and for this purpose it might per-

haps be brought before the Chamber of

Commerce. We have no doubt that a re-

presentation from the clergy to that body

would receive attentive consideration, but it

is not difficult to foresee what the nature of

the reply would be.

The delivery of the French mail was begun at

9.30 on Saturday morning.

The general delivery collected at St. John's

Cathedral yesterday amounted to \$99.75.

The annual 64-pg. gun competition of the

Hongkong Volunteers will take place on Monday,

the 13th instant.

It is proclaimed in the Gazette that the Vascel-

lization Ordinances shall come into operation on

the 13th February.

The Stamp revenue for January was \$10,765,

being an increase of \$1,239 on the amount col-

lected during the same month last year.

The Canadian Pacific steamer *Estimote*, with

the Canadian mail of the 2nd January, arrived

here yesterday evening from Vancouver and

Japan ports.

The Agent informs us that the O. &amp; F.

steamer *Comet*, with mail, &c., from San Fran-

cisco to the 11th ult., has arrived at Yokohama,







**NOTICES TO CONSIGNEES.**

**GLEN" LINE OF STEAM PACKETS.**  
FROM LONDON AND SINGAPORE.  
THE Steamship

**"GLENROY."**  
Having arrived from the above ports Consignees of Cargo by her and by the S. S. *France* from London are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Cargo remaining undelivered after the 10th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co.,**  
Agents.

Hongkong, 31st February, 1888. [252]

**NAVIGAZIONE GENERALE ITALIANA**  
(FLORENCE AND RUSSATTO UNITED COMPANIES)

**NOTICE TO CONSIGNEES.**  
FROM BOMBAY, COLOMBO, AND SINGAPORE.  
THE Steamship

**"STUZZA."**  
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium and valuables, are being landed at their risk into the Godowns known as THE HONGKONG WHARF AND GODOWNS, Wanchai, whence delivery may be obtained.

This vessel brings on Cargo—From Marseilles, Genoa, &c. to S. S. *Raffaele Rubattino*. Consignees wishing to receive their Goods on the 7th Feb. are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before 5 P.M. February, at 4 P.M., or they will not be recognized.

No Fire Insurance has been effected; and any Goods remaining in the Godowns after the 5th February, at 4 P.M., will be subject to rent at the rate of one cent per package per diem.

**CARLOWITZ & Co.,**  
Agents.

Hongkong, 30th January, 1888. [70]

**THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**NOTICE TO CONSIGNEES.**  
FROM GLASGOW, LIVERPOOL, AND SINGAPORE.  
THE Company's Steamship

**"MOYUNE."**  
Having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon, on the 7th February, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th February will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Bills of Lading will be Countersigned by  
**ARNOLD, KARENG & Co.,**  
Agents.

Hongkong, 31st January, 1888. [255]

**FROM HAMBURG, PENANG, AND SINGAPORE.**  
THE Steamship

**"POLYHEMIA."**  
Capt. Schaefer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Feb., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th February.

No Fire Insurance has been effected.

**SIEMSEN & Co.,**  
Agents.

Hongkong, 31st January, 1888. [257]

**GERMAN "BAKE" "DOROTHEA" CAPTAIN ROLLER, FROM HAMBURG.**

**CONSIGNEES of Cargo by the above Vessel** are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed & stored at Consignees' risk and expense.

**SIEMSEN & Co.,**  
Agents.

Hongkong, 29th January, 1888. [248]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FROM CALCUTTA, PENANG, AND SINGAPORE.**  
THE Company's Steamship

**"WINGSANG."**  
Having arrived from the above ports Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed & stored at Consignees' risk and expense.

**JARDINE, MATHESON & Co.,**  
General Managers.

Hongkong, 30th January, 1888. [249]

**TO CONSIGNEES OF OPTIONAL CARGO EX O.S. CO'S S.S. "FALINURUS" FROM LIVERPOOL.**

Shipping Orders must be obtained from the Undersigned not later than the 10th inst., for shipment on steamer "DIOMED."

**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, 3rd February, 1888. [240]

**OCEAN STEAMSHIP COMPANY.**

**CONSIGNEES per Company's Steamers "FALINURUS."**  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Goods undelivered after the 11th inst.,

DESTINATION	VESSELS NAME
LONDON, &c. via Suez Canal	Billard (str.)
LONDON via Suez Canal	Palmed (str.)
LONDON AND HAMBURG	Dorothies
LONDON AND HAMBURG	Theodor Ruge
LONDON AND HAMBURG	Drot
LONDON DIRECT	Walter Taylor
LONDON	Blaiss
LONDON	Saids
LONDON	Emo
LONDON AND LONDON	Shack (str.)
BARCELLES VIA SAIGON, &c.	Braunshweig
BARCELLES & PORTS OF CALL	Batavia (str.)
ANCOUVER B.C. VIA SAN FCO.	Sturats
ENNOA VIA BOMBAY, &c.	Amphitrite
TRIESTE &c.	City of Sydney
ANFANGERS VIA YOKOHAMA	Oceanic (str.)
PORT FRANCISCO VIA HAMA	Pemobost
NEW DARWIN, SYDNEY, &c.	Changsha (str.)
YOKOHAMA AND KOBE	Thibot (str.)
YOKOHAMA AND KOBE	Cardigan's
KOBE AND YOKOHAMA	Afghan (str.)
YAGASAKI	Fushiki Maru
YANGHANG	Yokohama (str.)
MANILA DIRECT	Zefiro
SAIGON	Pempton
SWATOW, AMOY, & POOCHOW	Haitan (str.)

**VESSLES ON THE SEATH.**

**FOR NAGASAKI**  
**THE Nippon Yusen Kaisha's steamship**

**"FUSHIKI MARU,"**  
 Captain Thorp, will be despatched for the above Port taking Cargo and Passengers on through Bills of Lading to KOBE and YOKOHAMA on or about the 6th February.  
 For Freight or Passage, apply to the undersigned.  
**FOR THE MITSUI BUREAU KAISHA, I. YOKUHARA.**  
 Hongkong, 30th January, 1888. [248]

**NAVIGAZIONE GENERALE ITALIANA**  
 (FOR THE REGIATA UNITED COMPANIES).

**STEAM FOR**  
**SINGAPORE, PENANG AND BOMBAY.**  
 Having connection with Company's Mail Steamers to ADDEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA AND ALL MEDITERRANEAN, ADELPHI, LEVANTINE, and BALKAN AMERICAN PORTS up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAHAD.  
**THE Company's Steamship:**

**"STURA,"**  
 Captain De Marchi, will be despatched as above on TO-MORROW, the 7th February, at 3 P.M. At Bombay the Steamers are discharging in PRINCE'S DOCK.  
 For Further Particulars regarding Freight and Passage, apply to  
**CARLOWITZ & Co.**  
 Agents.  
 Hongkong, 23rd January, 1888. [6]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, SYDNEY, AND MELBOURNE.**  
**THE Company's Steamship:**

**"CHANGSHA."**  
 J. E. Williams, Commander, will be despatched as above TO-MORROW, the 7th February, at FOUR P.M.  
 The attention of Passengers is directed to the superior Accommodation offered by this Steamship. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duplicate Surge is carried.  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
 Hongkong, 31st January, 1888. [356]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA DIRECT.**  
**THE Company's Steamship**

**"ZAFIRO,"**  
 Captain Talbot, will be despatched for the above Port TO-MORROW, the 7th instant, at FOUR P.M.  
 For Freight or Passage, apply to  
**RUSSELL & Co.,**  
 General Managers.  
 Hongkong, 3rd February, 1888. [320]

**"GELLATLY'S" LINE OF STEAMERS.**

**FOR KOBE AND YOKOHAMA**  
**THE Steamship**

**"AFGHAN,"**  
 Roy, Commander, will be despatched for the above Ports TO-MORROW, the 7th inst.  
 For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
 Agents.  
 Hongkong, 1st February, 1888. [253]

**"SEIRE" LINE OF STEAMERS.**

**FOR YOKOHAMA AND KOBE**  
**THE Steamship**

**"CARDIGAN'S FIRE,"**  
 A Clark, Commander, will be despatched for the above Ports on the 8th instant.  
 For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
 Agents.  
 Hongkong, 2nd February, 1888. [272]

**FOR SAIGON.**  
**THE Steamship**

**"PEMPTOS,"**  
 Captain Johansen, will be despatched as above on THURSDAY, the 9th inst., at FOUR P.M.  
 For Freight or Passage, apply to  
**AB YON & Co.**  
 Hongkong, 4th February, 1888. [1294]

**AUSTRO-HUNGARIAN LLOYDS**  
**STEAM NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE, PENANG, COOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.**  
 (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, &c. (ALL PORTS).)  
**THE Company's Steamer**

**"AMPHITRITE"**  
 Captain L. Lemnitz, will be despatched as above on FRIDAY, the 10th February, at Noon.  
 For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, FRAYS COMPANY.  
**O. BACHBRACH,**  
 Agent.  
 Hongkong, 30th January, 1888. [15]

**STEAM TO YOKOHAMA VIA NAGA.**

**FOR KOBE AND KOBE**  
 (Passing through the INLAND SEA).  
**THE F. & O. S. N. Co.'s Steamship**

**"ALBERT"**

FOR FREIGHT APPLY TO	TO BE DESPATCHED
<p>P. &amp; O. S. N. Co. ....  Butterfield &amp; Swire .....  Arnhold, Karberg &amp; Co. ....  Arnhold, Karberg &amp; Co. ....  Frasca &amp; Co. ....  Cardozo &amp; Co. ....  Parriss &amp; Co. ....  Machlers &amp; Co. ....  Arnhold Karberg &amp; Co. ....  Machlers &amp; Co. ....  Adamson, Bell &amp; Co. ....  Cardow &amp; Co. ....  P. &amp; O. S. N. Co. ....  P. M. S. S. Co. ....  P. &amp; O. S. N. Co. ....  Russell &amp; Co. ....  O. B. Ruchart .....  P. &amp; O. S. N. Co. ....  Adamson, Bell &amp; Co. ....  Adamson, Bell &amp; Co. ....  P. &amp; O. S. N. Co. ....  Russell &amp; Co. ....  Ah Yee &amp; Co. ....  Douglas Lysaght &amp; Co. ....</p>	<p>On 14th inst., Daylight  On 9th inst.,  Quick despatch.  Quick despatch.  Quick despatch.  Quick despatch.  Quick despatch.  Quick despatch.  On 8th inst., at Noon  On 26th inst., at 4 p.m.  On 28th inst., at 3 p.m.  Tomorrow, at 10 A.M.  On 10th inst., at Noon  On 11th inst., at 3 p.m.  On 22nd inst., at 4 p.m.  Quick despatch.  Tomorrow, at 4 p.m.  On 19th inst., Daylight  On 8th inst.,  Tomorrow,  On or about 6th inst.  Quick despatch.  Tomorrow, at 4 p.m.  On 8th inst., at 4 p.m.  On 24th inst., Daylight</p>
<b>VESSELS ON THE BERTH</b>	<b>NOTICE.</b>
<b>NORDEUTSCHER LLOYD.</b>	<b>STEAM FOR</b>
SINGAPORE, COLOMBO, ADEN, SUEZ	PORT SAID, TRIESTE.
BRINDISI, GENOA, ANTONOPOLIS, BEIRUT, BOMBAY, CALCUTTA, COCHIN, CANTON, HANKOW, HONGKONG, KANPURI, KOLKATA, LONDON, NEW YORK, PANAMA, PEARL HARBOR, PHILADELPHIA, PORTLAND, RANGOON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.	PORTS IN THE LEVANT, BLACK AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, PHILADELPHIA, PORTLAND, RANGOON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.	TIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
The Company's Steamers will call at SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.	N.B.—CARGO CAN BE TAKEN ON THE BILLS OF LADING FOR THE FOLLOWING PLACES IN RUSSIA.
ON MONDAY, the 20th day of February 1888, at 4 p.m. the Company's Steamship "BRAUNSCHWEIG" Captain H. B. B. will leave this Port as above, CALLING AT GENOA.	Shipping Orders will be granted till 4 p.m. will be received on Board until 3 p.m. at 3 p.m. on the 14th February, 1888. (Parcels are not to be taken aboard; they must be sent by the Agents Office). Contents and Value of Packages required.
The Steamer has splendid Accommodations for Passengers and is fitted out for the carrying of a Doctor and Stewardess.	For Further Particulars apply to the Agents, <b>MELCHERS &amp; CO.</b>
Hongkong, 23rd January, 1888.	Agents.
<b>OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.</b>	<b>TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND THE ATLANTIC AND PACIFIC OCEANIC STEAMERS.</b>
The Steamship "OCEANIC" will be despatched to San Francisco, via Panama, on WEDNESDAY, the 22nd Feb. at THREE P.M. Connection being made at Panama with Steamers from Shanghai and Ports.	All PARCEL PACKAGES should be made up in advance, and sent to the Company's Office until FIVE P.M. of the day previous to sailing.
First-class passage granted as follows:—	To San Francisco and return, 3 months available for 6 months ..... \$25
To Liverpool ..... 3	To Europe ..... 3
To other European points at proportionate rates. Special reduced rates granted to the Army, Navy, Civil Service, and to Chinese Customs, to be obtained on application.	Passengers, who have paid full certificates of passage for China (on or after 1st Jan) within one year, will be allowed a discount of 10%. This will not apply to through fares from China to Japan or Europe.
Consular Invoices to accompany Cargo manifest, and beyond San Francisco, United States should be sent to the Consular Office, addressed to the Collector, of San Francisco.	For further information as to the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.	Hongkong, 23rd February, 1888.
<b>CANADIAN PACIFIC LINE.</b>	<b>TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY, THE PACIFIC COAST STEAMSHIP RAILWAY LINES, AND STEAMSHIP.</b>
The British Steamship "BATAVIA."	2,518 Tons Register, Watton, Canada, will be despatched for VANCOUVER and SAN FRANCISCO via KOBE, YOKOHAMA, on TUESDAY, the 29th February, at THREE P.M.
To be followed by S.S. "PARTRIDGE" 24th March.	Connection will be made at Yokohama with the Canadian and the Pacific Coast regular Steamers of the PACIFIC STEAMSHIP COMPANY and other Steamers.
Through Passage Tickets granted to and from Canada and Germany by all trans-Atlantic lines of Steamers.	First-class fares granted as follows:—To Vancouver ..... Mexican \$100
To London ..... 30	To all Common Points in Canada ..... 20
To Liverpool ..... 30	To London ..... 30
To Yokohama ..... 30	Special reduced rates granted to the Army, Navy, Civil Service, a Imperial Chinese and Japanese Customs on application.
Consular Invoices to accompany Cargo manifest to Points in the United States, should be sent to the Collector of Customs, at San Francisco.	For further information as to the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.	Hongkong, 23rd February, 1888.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Clyde*, with the next English mail, left Singapore at 8 a.m. on the 3rd, and may be expected here on or about the 9th instant.

**THE AMERICAN MAIL.**  
The O. & O. steamer *Georgic*, with the next American mail, left Yokohama on the 5th, and is due here on or about the 11th instant.

**THE INDIAN MAIL.**  
The steamer *Arrian Appeal*, with the India mails, left Singapore on the 3rd, and is due here on or about the 10th instant.

**STAMPEES EXPECTED.**  
The Gallatly Lino steamer *Aghien* left Singapore on the 30th January, and is due here on the 3th February.  
The Shiro Lino steamer *Orizanshire* left Singapore on the 1st, and is due here on the 7th instant.

The P. & O. extra steamer *Lowlandy* left Bombay on the 21st January, and is due here on or about the 8th February.

**POST-OFFICE NOTICES.**

When Correspondence has been mis-sent (i.e. delayed) (both of which are liable to happen occasionally) all parties to the address must be in a position to give the cover, *Sent to* —, or *Received at* 7 p.m. on the day may be, and forward it, without any further writing whatever, to the Postmaster-General. The address must be in the first time of cause of complaint correct; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

The Postal Guide for 1887, revised to date will be found in the Daily Press Directory, p. 386 large edition, p. 791 small edition. This is the first time each year a Summary of Postal information published in Hongkong.

34 The authorised List of Mails issued in connection with the paper of the 10th inst. is to be put on sale on the 10th inst. Extra, which is always corrected to a matter half hour than that given below.

**A MAIL LATE CLOSURE.**  
For Bangkok, For Wagon, to-day, the 5th inst. at 3.30 p.m.  
For Straits and Bombay.—For *Stara*, to-morrow, the 7th inst. at 9.30 a.m.  
For *Penang*, For *Zeffro*, to-morrow, the 7th inst. at 3.30 p.m.  
For Saigon.—For *Duburg*, to-morrow, the 7th inst. at 4.30 p.m.  
For Yokohama and San Francisco.—For *Cit*, to-morrow, on Saturday, the 11th inst. at 2.30 p.m.  
For Nagasaki, Kobe, and Yokohama.—For *Thetel*, on Saturday, the 12th inst. at 5.00 p.m.

**MAILS BY THE FRENCH PACKET.**  
The French Contract Packet *Sindh* will be despatched on WEDNESDAY the 3th February, with Mails to the United Kingdom, Europe, and thence beyond, via Marseilles, Genoa, Suez, Straits Settlements, Batavia, Borneo, Ceylon, Madras, Calcutta, the Australian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.  
The office hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Covers containing Bank Notes, Coins, or Jewellery, as such Registration has been neglected, will make no enquiries into alleged losses of such covers.

**MAILS BY THE UNITED STATES PACKET.**  
The United States Mail Packet (*City of Sydney*) will be despatched on SATURDAY the 11th instant, with Mails for Japan, San Francisco, San Francisco, San Francisco, Honolulu, Peru, &c.  
2.15 p.m., Registry closes.  
2.30 p.m., Post Office closes, but Correspondence may be posted on board the Packet with a Late Fee of 10 cents extra Postage until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coins, Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

**HOURS FOR CLOSING THE CONTRACT—MAILS.**  
**THE ENGLISH MAIL.**  
Two Days before Departure.  
3.00 p.m.—Posting of Passengers' cases.  
Day before Departure.  
2.00 p.m.—Money Order Office closes.  
2.00 p.m.—Posting of Prices Current and Circulars closes.  
(When Government and Circulars may however be posted up to a clock if they are tied in bundles, country by country, with the addresses all one way.)  
(1) London, (2) England and Wales, (3) Scotland, (4) Ireland, (5) France, Germany into (1) Hamburg, (2) Bremen, (3) London, (4) Bremen, (5) London.  
4.00 p.m.—Registry closes. Posting of newspapers, books, and patterns closes.  
5.00 p.m.—Mail closes.  
(When Government and Circulars may however be posted up to a clock if they are tied in bundles, country by country, with the addresses all one way.)  
Night Box at the Post Office with 10 cents late fee up to 9 p.m., after which hour they may be sent on board with the same late fee.

**THE FRENCH MAIL.**  
Day before Departure.  
5 p.m.—Money Order Office closes. Post Office closes, & the night box, which is always open on the 10th inst.  
Day of Departure.  
7 a.m., Post Office opens.  
10 a.m., Registry of Letters closes.  
10.30 a.m., Posting of all printed matter and patterns closes.  
11 a.m., Mail closes, except for Late Letters.  
11.10 a.m., Letters may be posted with Late Fee of 10 cents each.  
11.40 a.m., The Post Office closes entirely.  
11.40 a.m., Late Letters may be posted on board the packet with Late Fee of 10 cents until the time of departure.

**RATES OF POSTAGE.**  
Letters, per 100 lbs. 10 Cents.  
Post Cards, each 3 Cents.  
Books, Patterns, and Commercial 2 Cents.  
Papers, per 2 lbs. 2 Cents.  
Newspapers, per 100 lbs. 10 Cents.  
Registration 10 Cents.  
Do. with return receipt 25 Cents.  
Commercial papers signify such papers as, though received by post, do not bear the charge, but are sent by actual parcel correspondence, such as invoices, deeds, printed music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

**SOLDIERS' AND NAVY MAIL.**  
(1) Letters in M. Army or Navy, Non-commissioned Officers' Bandmasters, Schoolmasters, or Superintendent (or First Class) Writers, or School-mistresses may send half-price letters to the United Kingdom, by the English Mail, at the rate of two cents (one penny) each, or by the French Mail at the rate of four cents (two pence) each. The postage

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